

## BRIEFING NOTES

<b>NAME OF GROUP:</b>	PLANNING COMMISSION
<b>DATE, TIME AND PLACE OF MEETING:</b>	Wednesday, April 25, 2018, 11:45 a.m., Studio Room 113, County-City Building, 555 South 10 <sup>th</sup> Street, Lincoln, Nebraska.
<b>MEMBERS IN ATTENDANCE:</b>	Tom Beckius, Tracy Corr, Tracy Edgerton, Deanne Finnegan, Chris Hove, Maja Harris, Christy Joy, Dennis Scheer and S�ndra Washington.
<b>OTHERS IN ATTENDANCE:</b>	David Cary, Paul Barnes, Mike Brienzo, Kellee Van Bruggen, Stacey Hageman, Andrew Thierolf and Teresa McKinstry of the Planning Department;
<b>STATED PURPOSE:</b>	Briefing on <b>“Community Indicators and Annual Transportation System Performance Report.”</b>

Chair Dennis Scheer called the meeting to order and acknowledged the posting of the Open Meetings Act in the back of the room.

### COMMUNITY INDICATORS

Andrew Thierolf stated that Community Indicators Report has been done since 2003. It shows the overall direction of the community, and reports and monitors current conditions and future assumptions. Last year, the Community Indicators webpage was created. It has all data tables and historic data. It is a great resource.

Some highlights of the indicators are that as of July 2017, there are 314,538 people in Lancaster County. This is a steady population increase of 3,000 plus per year. There is an ample supply of lots in Tier 1 and a low unemployment rate. The annual growth rate is 1.32 percent since 2010. Based on Census estimates, we are right on track. The city estimates come out in May 2018. 90.6 percent of Lancaster County residents lived in Lincoln in 2016.

Characteristics of population: 53.1 percent of the population increase since 2010 is due to natural change, 46.9 percent is due to net migration. Lancaster County is becoming more diverse. 81.2 percent is white, not Hispanic in 2016 as compared to 88.4 percent in 2000. 1,753 residential units were permitted in Lincoln in 2017 versus 604 in 2009. Lincoln activity is 89 percent of the total in the county.

Since 2010, it has been 44.1 percent multi-family, 55.9 single family detached and attached. The Comprehensive Plan assumes 60 percent single family and 40 percent multi-family. Looking at home prices, the median price was \$162,000 in 2017. A new detached home was \$284,923 in 2017. A few years ago, the gap between new and existing wasn't that big. Now in 2017, it is almost double. We hear a lot about rising construction costs.

Rental affordability in 2016: median gross rent was \$750 compared to \$949 for rest of the U.S. Approximately 27 percent of rental households in Lancaster County are cost burdened.

Looking at employment, 15,689 jobs were added between 2010 and 2016. Unemployment was 2.89 percent. Total employment increased by about 1.64 percent per year. The business and commerce sector increased by 13.4 percent since 2010. The industrial sector employment increased 10.3 percent since 2010.

Looking at the education of the labor force, in 2016, 93.4 percent of Lancaster County residents had a high school diploma or higher. Sales tax and lodging tax collected more in 2016/2017.

Looking at environmental topics, preservation of floodplain areas, a total of 290 acres have been added to the total protected area with conservation easements. Municipal solid waste per capita in the landfill and has seen a steady reduction since 2006. Water consumption has been declining since 1980. Electric consumption (per capita) has been going down since 2010 as well. LES (Lincoln Electric System) customers have been added but consumption (per capita) has gone down. There is a solar project on West Holdrege. LES has diverse sources of energy.

In 2017, there were more than 81,000 street trees and 30,000 additional trees on city owned land. 20 percent of trees on city owned property are ash trees. 80 percent of homes are within ½ mile walking distance of a public park.

StarTran ridership was 2.31 million in 2017. This is a little lower than our high in 2014, but still significant. Bike racks on buses were used an average of 112 times a day.

In 2017, 98.5 percent of all residences were within one mile of a trail. Since 2000, 45.8 miles of trails have been constructed. A permanent trail counter system was installed in 2017. Rock Island Trail counter recorded 237,948 users in 2017. Even in the coldest months, there was about 200 users a day on the N Street Cycle Track.

As of 2016, almost 20 percent of residents do not use a single occupancy vehicle to get to work. This was much higher in 1980. The city has expanded a lot since then, but the mean travel time hasn't gone up that much. There have been 8,082 total crashes in 2017.

Thierolf explained that many of the indicators have multiple data points.

Beckius wondered if staff saw any trends that would make them think something was not in conformance with accepted ideas in the Comprehensive Plan. Thierolf believes the most interesting was single family home versus multi-family home unit construction.

## **ANNUAL TRANSPORTATION SYSTEM PERFORMANCE REPORT**

Mike Brienzo stated that this is the first annual transportation system performance report. We have monitored the report for quite some time, but for the 2017 update, we developed a lot of new ways of using and tracking the data. The new Long Range Transportation Plan (LRTP) 2017 Update plan focused on a performance based transportation plan. There are a lot of traditional elements, but we have added a way of monitoring the plan. We have a 20 year forecast period, but we update the plan every five years in its entirety. It includes a lot of technical data and plays a key role in the process. The plan is fiscally constrained. One of the most important factors is public input. The planning process is based on goals and the performance measures are derived from those goals. Once we identify the trends and objectives, we focus on the transportation improvement element. We monitor the data and where it is going. We identify a lot of the base data. The purpose of the plan is to monitor how we are progressing in our vision. One years' worth of data doesn't tell us much. The plan is to continue this every year and identify established trends. Each measure will include specific targets.

The annual report is organized by the seven goals. There is a maintenance goal that is a top priority for the community. Mobility and system reliability is important. Not every corridor is free flowing. Livability and travel choice goal provides travel options to support a more compact environment and alternative modes. It is a focus on multi-modal transportation. Safety and security is important, as well as economic vitality. It is a big part of our long range plan. Environmental sustainability is important as well, along with funding and cost effectiveness. This past year has been a continuing effort on cost effectiveness.

There is a measure for arterial streets. In past years, some of the data has been a little weak. We started tracking better in 2010. Residential rehab was projected at 3 percent. We did 0.6 percent in 2016. David Cary added that this information is why there is a focus on the half cent sales tax project. We see where our plan has been lagging. A very large amount of that potential increased revenue would go to street rehab. Investment actually does something.

Hove wondered how rehabilitated is defined. Brienzo answered that it depends on the need. It is important to maintain the street because if it breaks up, you need to rebuild the whole street. Our target is to increase rehab projects. This also depends on the number of miles that need to be rehabbed. It is a year to year scenario depending on how bad the winter was.

Brienzo continued that another focus is on bridge maintenance. Every year, bridges are evaluated. You will see that Lincoln has done a good job. Lancaster County has a few more problems. The Lancaster County Engineer has been promoting a program to improve their bridges. It is very serious when they are aged. There are a few bridges with a low sufficiency rating. The city is on track for maintaining a good system. The county is working to be on track. We want to get rid of all the danger zones.

Corr questioned how many bridges there are. Brienzo replied there are 136 bridges in Lincoln and about 185 in the county.

Brienzo continued that in terms of travel time to work, we are at over 60 percent of work trips are less than 20 minutes. We want to maintain that number. There are some issues. We see the trend of increasing daily vehicle miles traveled. The population is growing. Other elements will filter into this. Vehicle technology will factor into this as well. We don't know exactly where that is going. We think the system can accommodate more vehicle miles. There is also the pattern that is being looked at. You can offer alternative modes. We would like to see alternate modes of travel increase and single occupant vehicle trips decrease. Peak capacity is always a problem.

Washington doesn't see people not driving to work. Brienzo believes 3 percent of work trips are non-work trips according to the American Community Survey. This is people who work at home and are not using the system. We will be experimenting with an autonomous bus. We are going to try and have an example in Lincoln this summer. Technology is available. We don't have any data to suggest how this would affect the system, but we know that technology in general is affecting the system. Vehicles are safer now thanks to new technology.

Cary added that it is important to think about future technology. We are starting to see a shift towards more electric vehicles. Gasoline costs might not be driving the change of mode choice. Because our travel trip is less than 20 minutes, that is great. If it was 50 minutes, that starts to affect your day. Until that changes, we don't have that external force to make a change in habits. We have to start to think how we want our system to be in 10, 20 or 30 years down the road. Finnegan noted that carpooling doesn't work for people who have multiple meetings to go to during the day. Brienzo stated that with Skype and other technology, a lot of that is changing as well.

Brienzo stated that the final measure is the need for more funding. It shows what the discussion is. The funds and revenue have increased, but so have costs. Costs have outpaced revenues. This is a work in progress. This is data monitoring and we use it to see where we are trending and where we can improve.

Hove stated he read an article regarding transportation efficiency and how we have improved travel times with traffic signaling. Brienzo stated that is speaking to our intelligent transportation. Allo has been working on microfiber. We can monitor the system more efficiently. The city is developing an operations plan. That will be a real time management activity.

Cary stated that the Green Light Lincoln effort made traffic signaling more efficient. All those efforts feed into how we are doing with performance. O Street and N. 27<sup>th</sup> St. have benefited tremendously. Imagine that technology on all of our roadways.

Washington inquired if the cost of roads going up higher is the cost of materials or labor. Brienzo replied it is a combination of things. You need to have contractors, workers and materials. We don't have contractors in place with a sustaining work force. The more work you have done, the lower the cost and the more experienced the workers. It costs more to bring people in from outside Lincoln. Antelope Valley Roadway work consisted of a specialized workforce. The materials have gone up in price, but we need to have the labor force in place. We would like to have more contractors in place.

There being no further business, the meeting was adjourned at 12:45 p.m.